

**Amendments to the Specification:**

Please replace the paragraph starting at page 1, line 8 with the following amended paragraph:

B1  
In the so-called "After Sales" field of the aeronautical industry there are many expensive high-quality implements, especially special tools and spare parts which must be sent to the manufacturer or to special workshops for checking, maintenance, overhaul work, calibration, certification, repair or the like. These implements can be so-called line replacement units (LRU) or ~~maintenance~~ maintenance replacement units (MRU) which are mounted in an airplane and which must be overhauled for C- or D-checks of the airplanes. There can also be equipment stationed on the ground such as so-called ground support equipment (GSE) which is required to assist the work to be carried out for C- or D-checks or in other cases of need. This equipment is provided already during the production with machine-readable individual identification characteristics in order to achieve optimization potentials already by delivery to the airplane assembly. After ~~their using~~ use, this equipment has to be sent back for calibration or for a new certification to the manufacturer or to a special repair shop certified by the manufacturer or by the end user. This sending of equipment requires management and control as well as the holding of the necessary accompanying documents (certificates) so that there results an important expenditure of logistic which, in addition to this, is susceptible to errors to a great extent.

Please delete the paragraph beginning at page 2, line 8, which starts with "This aim is reached".

Please replace the paragraph beginning at page 2, line 23, with the following amended paragraph:

BZ  
The allocation of a definite identification characteristic to each implement and the use of a data bank in which the ~~characteristic~~ characteristic and the corresponding status data of the implements are stored, gives at any time comprehensive and complete information about these implements which, in addition to this, can be submitted to remote inquiry. Thus, this information is available everywhere and independently from the temporary staying place of the implement. The preparation of the accompanying documents can thus be saved to a great extent or completely since all the necessary information can be called at any time in the data bank. The machine readability of the identification characteristic is responsible for the fact that the method can be ~~automatized~~ automated and that the ~~characteristic~~ can be detected quickly and efficiently with an appropriate reading device.

Please replace the paragraph beginning at page 6, line 1, with the following amended paragraph:

B3 The data bank 13 can then be remote interrogated 14, which can ensue for example over appropriate nets such as the internet. An access to the data bank is thus possible almost all around the world. By means of the corresponding reading device, an authorized user can remote inquiry from the data bank the certificates or the other information stored therein. In this way, the sending of the implements 11 a, 11 b can principally be carried out without any documents which reduces the expenditure and the costs and which simultaneously leads to a reduced susceptibility to errors. Moreover, the part flow can be controlled over the central computer with the data bank 13, and its economical efficiency can be optimized. An advantage of the invention thus consists in the improved tracing and tracking as well as in the revealing of control circuits which can be optimized by the RFT use. Furthermore, a quicker part flow can be achieved, and the investment in the spare part field can be reduced. Not least the stop times of the airplanes for the checks can thus be reduced.